

CENTRAL INTELLIGENCE AGENCY  
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A. [redacted] up to a thousand locomotives and ten thousand freight cars, depending upon seasonal peak, new construction, etc.

A. The last construction under way [redacted] was a single-track from Orsk to Gurev on the Caspian Sea. This was through the highly productive aviation-grade fuel fields.

A. The majority of Soviet locomotives were steam. There were more and more electric and Diesel-type locomotives being introduced. However, the location and availability of coal, oil and type of run determined what type locomotive was used.

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Locomotives and freight cars are well built. However, the lack of good mechanics to keep the equipment in good condition was responsible for the poor operation of the equipment.

Then, too, on some runs the condition of the roadbeds was so poor that the equipment deteriorated rapidly. Another example was the over-average grades, some of them going up to 18 mm, whereas a lawful ascent of six mm only was supposedly allowed.

The average life of a locomotive was 25 to 30 years. Freight cars were very old. very few new freight cars on the various systems

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5. Q. What information concerning locomotive repairs?

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A. Capital maintenance was required after a run of 75 thousand km. Where major repairs were needed, special factories, owned jointly by several systems, were used. there were such factories at Kharkov, Kiev, Omsk, Lukansk, Chirabinsk and Sormov.

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Small repairs were made at round-houses.

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